What is claimed is:

1. A method of controlling an engine, in which, on the basis of a first variable which characterizes the injection quantity and a second variable which characterizes the angular position at which the injection quantity is metered, a third variable which characterizes the torque supplied by the engine is determined; on the basis of a fourth variable which characterizes the driver's intent, a fifth variable which characterizes the torque desired by the driver is determined; and the third variable and the fifth variable are analyzed for the purpose of fault monitoring.

2. The method according to Claim 1,
wherein the first variable corresponds to the actuation duration of an output stage or in particular a solenoid valve or a piezoactuator.

3. The method according to Claim 1 or 2,
wherein the second variable corresponds to the angular position of the crankshaft at which the injection takes place.

4. The method according to one of the preceding claims,
wherein the fourth variable corresponds to the position of an operating element.

5. The method according to one of the preceding claims,
wherein a fault is detected when the third variable and the fifth variable differ by more than a threshold value.

6. The method according to one of the preceding claims,
wherein the fault monitoring takes place only in certain operating states.

7. A device for controlling an engine, having means which, on the basis of a first variable which characterizes the injection quantity and a second variable which characterizes

the angular position at which the injection quantity is metered, determine a third variable which characterizes the torque supplied by the engine, and, on the basis of a fourth variable which characterizes the driver's intent, the means determine a fifth variable which characterizes the torque desired by the driver, and they analyze the third variable and the fifth variable for the purpose of fault monitoring.